SAILING DIRECTIONS CORRECTIONS

PUB 120 2 Ed 2001 LAST NM 12/01

Page 205—Graphic; strike out.
Replace with new graphic from back of this Subsection.
(NIMA) 18/01

PUB 124 8 Ed 2001 NEW EDITION

(NIMA) 18/01

PUB 127 6 Ed 2000 LAST NM 38/00

Page 22—Lines 39 to 41/L; read:
berths with a maintained depth of 9m alongside. The crude oil berth on the SE side of Gellibrand Pier has a maintained depth of 12.1m alongside.
(6(181)01 Wollongong) 18/01

PUB 161 7 Ed 1998 LAST NM 17/01

Page 41—Lines 27 to 29/R; read:
Pilotage.—Pilotage, available during daylight only, is compulsory for foreign vessels entering and leaving port. The pilot boards in the Pilotage and Quarantine Anchorage centered in 22˚25'30"N, 113˚53'06"E. Pilotage is provided by Hong Kong and Shekou Pilots. Vessels should send their ETA 72 hours, 48 hours, and 24 hours in advance of their arrival at the port.
(BA NM 12/01, Section VI) 18/01

PUB 175 6 Ed 1994 LAST NM 17/01

Page 6—Line 48/R; read:
by a bar with a depth of 1.9m (1997). Depths of less
(BA NP 17, Supp. 2/97) 18/01

Page 6—Line 52/R; read:
Lighted buoys and a lighted range mark the approach
(BA NP 17, Supp. 2/97) 18/01

Page 16—Line 42/L; read:
has a least known depth of 10.8m in the fairway, is encumbered by
(BA NP 17, Supp. 2/97) 18/01

Page 38—Line 22/R; read:
the cape.
(BA NP 17, Supp. 2/97) 18/01

Page 50—Lines 17 to 26/L; read:
of Bathurst Island. The radio tower on Mission Hill, about 4 miles NW of the SE extremity of Bathurst Island, is prominent. Tidal currents follow the general direction of the channel and can reach 4 knots at springs. Pilotage is not available and local knowledge is recommended. The channel, with a least depth over the bar in 1996 of 3.7m, leads E of the shore of Bathurst Island. A drying ridge extends about 5 miles SW of Buchanan Island
(BA NP 17, Supp. 2/97) 18/01

Page 114—Line 1/R; read:
vessels with a length overall greater than 35m. Re-
(BA NP 286(4)) 18/01

Page 114—Lines 10 to 14/R; read:
Before entering the Pilotage Area, vessels must call Port Hedland Harbor on VHF channel 16 and receive permission to enter.
Regulations.—Inbound vessels should contact the Port Shipping Control Tower when within VHF radio range and obtain details of the movement of outbound traffic. Vessels should also report when at the beginning of the inbound track in position 19˚56.37'S, 118˚27.77'E. Vessels should then maintain a continuous listening watch on VHF channel 16. Port
(BA NP 286(4)) 18/01

Page 121—Lines 53 to 54/R; read:
72, 48, and 24 hours before arrival. Other vessels should radio their ETA 72, 48, and 24 hours before arrival. The 7-day or 72-hour message, as appropriate, should include the vessel's arrival draft, fore and aft, and its deepest departure draft.
Vessels approaching the port or at anchor must maintain a continuous listening watch on VHF channels 11 and 16.
Vessels should contact Dampier Port Control 4 hours prior to arrival, on VHF channel 16, for pilot boarding information and anchoring or berthing instructions.
(BA NP 286(4)) 18/01

Page 125—Lines 41 to 46/L; read:
Vessels proceeding to the terminal should send their ETA 96, 48, 24, and 12 hours in advance to WAPET, Perth. The 96-hour message should contain the following information:
1. Quantity of ballast water carried.
2. Quality of ballast water carried.
3. Arrival draft.

Pilotage is compulsory. A berthing master boards 2 to 3 miles E of the
(BA NP 286(4)) 18/01

Page 127—Line 37/L; insert after:
Vessels should contact the terminal on VHF channel 72 when 3 to 4 hours away from the terminal. Vessels should remain at least 5 miles off the terminal until instructions to proceed are received.
(BA NP 286(4)) 18/01

Page 134—Lines 3 to 5/R; read:
the berth. Pilotage should be requested from the Superintendent of Pilotage at the Department of Marine and

PUB 175 (Continued)

Harbours, Fremantle 10 days, 7 days, and 4 days prior to arrival.

Regulations.—The vessel's ETA should be sent to the terminal operators 10 days, 7 days, 4 days, 48 hours, 24 hours, and 12 hours in advance. The 48-hour report should include the vessel's estimated draft fore and aft.

The vessel's ETA should also be sent to the harbormaster at Carnarvon 48 hours and 24 hours in advance.

(BA NP 286(4)) 18/01

Page 135—Lines 25 to 31/R; read:
length, in depths of 5m. The port is closed to commercial shipping and is now used only by fishing vessels and small craft.

Pilotage is compulsory. The pilot boards 1 mile W of the jetty on Babbage Island. The vessel's ETA should be sent 7 days, 48 hours, and 24 hours in advance.

(BA NP 286(4); BA NP 17) 18/01

Page 139—Lines 10 to 14/L; read:
jetty; the pilot boards 1 mile N of Denham Channel Light. Vessels should send their ETA to the terminal operators 72 hours, 48 hours, and 24 hours in advance, with any amendments being sent as soon as possible.

(BA NM 43/00, Section VI) 18/01

Page 141—Lines 13 to 18/R; read:
Berth charactaristics are given in the accompanying table.

Geraldton—Berth Charactaristics		
Berth	**Length**	**Depth**
No. 1	99m	8.8m
No. 2	203m	9.4m
No. 3	203m	9.4m
No. 4	281m	9.4m
No. 5	213m	9.4m
No. 6	213m	9.4m

(PUBS 013/2001) 18/01

Page 148—Line 14/L; read:
passage to non-commercial vessels with a maximum draft of 5m. This

(BA NP 17, Supp. 2/97) 18/01

Page 153—Line 25/R to Page 154—Line 30/L; strike out.

(BA NP 17, Supp. 2/97) 18/01

Page 156—Lines 16 to 23/L; read:

Depths—Limitations.—Berths 1 and 2 are located in the Outer Harbor along the E side of the breakwater.

(Guide to Port Entry) 18/01

Page 156—Lines 26 to 35/L; read:
four berths located in the Inner Harbor.

Berth details for the berths in the Inner Harbor and the Outer Harbor are given in the accompanying table.

Bunbury Berth Information			
Berth	**Length**	**Maximum vessel draft**	**Remarks**
Outer Harbor			
No. 1	184m	9.2m plus allowance for tide	Mineral sands. Maximum vessel length is 210m.
No. 2	184m	9.0m plus allowance for tide	Methanol.
Inner Harbor			
No. 3	381m	11.6m	Wood chips.
No. 4	123m	11.6m	Alumina berth. Maximum vessel length is 220m.
No. 5	240m	11.6m	Bulk cargo.
No. 8	250m	11.6m	Bulk cargo.

(Guide to Port Entry; PUBS 014/2001) 18/01

Page 156—Lines 20 to 21/R; read:

The pilot boat should be contacted 1 hour in advance.

Regulations.—Vessels are normally berthed during daylight hours only, but night berthing may be allowed at the harbormaster's discretion.

There is a speed limit of 8 knots in Koombana Bay and the Inner Harbor.

(BA NP286(4); BA NP 17, Supp. 2/97) 18/01

Page 252—Line 22/L; insert after:

Vessels should send their ETA 24 hours in advance.

(BA NP 286(4)) 18/01

Page 256—Lines 31 to 32/R; read:
boarded 1 mile W of Fairway Beacon. Pilotage is available 24 hours, but vessels are not turned in the harbor at night. Pilots must be requested 2 hours in advance, or 4 hours in advance if outside of office hours, to the harbormaster. Vessels must maintain a continuous listening watch on VHF channel 16.

Pilotage is also provided for Port Giles and Rapid Bay.

(BA NP 286(4)) 18/01

PUB 182 4 Ed 1998 LAST NM 16/01

Page 75—Line 13/R; read:
times.

5.01 From Fedjeosen, the channel at the N approach to

(NIMA) 18/01

PUB 191 9 Ed 2000 LAST NM 17/01

Page 99—Lines 11 to 21/L; read:

complex, with cross-channel, locally bound vessels, and fishing boats affecting the through passage. Due to the relatively shallow water, vessels constrained by their draft may also be encountered within the strait.

Vessels bound for ports in NW Europe, the British Isles, and the Baltic Sea may wish to employ a deep-sea pilot before approaching the strait. Such pilots may be ordered from and embarked off Brixham (Torbay) or Cherbourg (Pilot Hauturier). Vessels requesting deep-sea pilots should give as much advance notice as possible.

Shipping lanes in the area covered by this volume are among the busiest in the world and pose serious problems for the safe navigation of vessels transiting through the Dover Strait.

For additional information concerning navigation in the English Channel and Dover Strait, see General Remarks at the beginning of Sector 1.

(BA NP 28) 18/01

Page 99—Lines 23 to 26/L; read:

6.2 Dover Strait (51˚00'N., 1˚20'E.), 18 miles wide at its narrowest part, separates the SE coast of England from the N coast of France. This stretch of water contains a number of dangerous banks, which are composed of coarse sand and broken shells. These shoal banks, which are comparatively narrow, extend NE to SW in mid-channel and hinder navigation.

Greenwich Lightvessel (50˚24.5'N., 0˚00'), equipped with a racon, marks the W

(BA NP 28) 18/01

Page 99—Lines 22 to 28/R; read:

raise or lower the sea level.

Predictions of offshore tide heights are difficult to obtain, especially in the S part of the North Sea, because the range varies so much. The height at Dover is about 6m compared to almost zero at Brown Ridge (52˚35'N., 3˚20'E.), 115 miles NE.

The rates of the tidal currents vary depending on the width of the English Channel. In the Dover Strait, the narrowest part, currents may attain rates of 4 knots at springs. In the wider parts of the English Channel, a rate of 2.5 knots is rarely exceeded.

Data for predictions should be obtained from Tidal Current Tables produced by the National Ocean Service (NOS), tables on the charts, and other available references. The United Kingdom Hydrographic Office publishes a series of Tidal Current Atlases for the English Channel, Dover Strait, Thames Estuary, and the North Sea.

A strong wind blowing with the main flood current will tend

(BA NP 28) 18/01

Page 100—Line 30/L; read:

in winter.

Aspect

The Varne (50˚58'N., 1˚20'E.), a dangerous steep-to and narrow shoal, lies 11 miles NW of Cap Griz-Nez and extends for about 8 miles. Strong tide rips occur in the vicinity of this shoal and a heavy sea breaks over it during bad weather. This shoal has a least depth of about 3m and is marked by lighted buoys.

Varne Lightvessel (51˚01'N., 1˚24'E.), with a red hull, is moored at the NE end of The Varne and equipped with a racon.

The Ridge (Le Colbart) (50˚53'N., 1˚20'E.), a dangerous steep-to and narrow shoal, lies about 10 miles W of Cap Gris-Nez. It extends for about 10 miles and forms a natural separation between the traffic lanes of the TSS. This shoal, which is composed mostly of sand with mud and shells in places, has a least depth of 1.5m and is marked by lighted buoys. The sea breaks heavily on this shoal, especially with the wind against the tidal current.

Bullock Bank (50˚45'N., 1˚05'E.), a steep-to and narrow shoal, lies about 20 miles WSW of Cap Gris-Nez. It extends for about 7 miles and is marked by a lighted buoy. This bank has a least depth of 14m and is usually marked by strong tidal rips.

Les Ridens (50˚45'N., 1˚18'E.), lying about 13 miles SW of Cap Gris-Nez, is an area consisting of several shoals. These shoals are formed of sand, gravel, and shells disposed irregularly on a rocky bottom. The area has a least depth of 13m and is marked by a lighted buoy. The sea breaks heavily on this area and strong eddies occur in bad weather.

Bassurelle (50˚38'N., 1˚05'E.), a sandy shoal with a least depth of about 7m, lies 24 miles SW of Cap Gris-Nez. Strong eddies and a dangerous sea occur during bad weather, especially with the wind against the tidal current, in the vicinity of this shoal. The shoal extends for about 9 miles and the depths over it frequently change.

Bassurelle lighted buoy (50˚33'N., 0˚58'E.), equipped with a racon, is moored about 1.5 miles off the SW side of this shoal.

Vergoyer (50˚33'N., 1˚15'E.), a narrow sandbank, lies 23 miles SSW of Cap Griz-Nez. It extends for about 15 miles and is marked by lighted buoys. A shoal patch, with a least depth of 4.2m, lies near the NE extremity. The E side of this sandbank is steep-to while the W side slopes gradually. In bad weather the sea breaks over this bank.

Vergoyer N lighted buoy (50˚40'N., 1˚22'E.), equipped with a racon, is moored about 2 miles N of the N end of this bank.

Bassure de Baas (50˚27'N., 1˚20'E.), a narrow bank of sand and shells, lies with its N end located about 4.5 miles SSW of Cap Griz-Nez. This bank has mostly depths of less than 7m and extends for about 35 miles. During bad weather the sea breaks heavily over the entire bank.

Numerous unmarked wrecks lie in the channel leading between the mainland coast and the N part of Bassure de Baas.

PUB 191 (Continued)

Battur, a shoal extending for about 9 miles, lies parallel with and SE of the SW extremity of Bassure de Baas. It has a least depth of 8.9m and is formed of sand, gravel, and shells. During strong W winds the sea breaks heavily on this shoal.

Sandettie (51˚15'N., 2˚00'E.), a shoal bank extending for about 15 miles, lies with its SW end located 11 miles NNW of Calais. It has a least depth of 5m and is marked by lighted buoys.

Sandettie Lightvessel (51˚09'N., 1˚47'E.), with a red hull, is moored off the SW end of the bank and equipped with a racon. This lightvessel may be replaced by a Lanby during the summer months.

F3 Lightvessel (51˚24'N., 2˚01'E.), with a red hull, is equipped with a racon. It is moored 6 miles NNW of the N end of Sandettie and marks the center separation zone of the TSS.

Inter Bank lighted buoy (51˚17'N., 1˚52'E.) (special) is moored 9 miles SW of the F3 Lightvessel and is equipped with a racon. It is located 2 miles NW of the NW side of Sandettie and marks the center separation zone of the TSS.

MPC lighted buoy (51˚06'N., 1˚38'E.) is moored 13.5 miles SW of the Inter Bank Lighted Buoy and marks the center separation zone of the TSS.

F2 lighted buoy (51˚21'N., 1˚56'E.) is moored 4.5 miles NE of the Inter Bank Lighted Buoy and marks the center separation zone of the TSS.

F1 lighted buoy (50˚11'N., 1˚45'E.) is moored 7 miles SW of the Inter Bank Lighted Buoy and marks the center separation zone of the TSS.

Dyck lighted buoy (51˚03'N., 1˚52'E.), equipped with a racon, is moored about 5 miles N of Calais.

Ruytingen SW lighted buoy (51˚05'N., 1˚47'E.) is moored about 3.7 miles WNW of Dyck Lighted Buoy at the SE limit of the northeastbound traffic lane.

Out Ruytingen (51˚08'N., 2˚04'E.) extends ENE for about 16 miles from the vicinity of the Ruytingen SW Lighted Buoy. It has depths of less than 5m in parts and is the outermost shoal fronting the coast in this area.

South Falls (51˚23'N., 1˚47'E.), a narrow shoal, lies with its S extremity located about 5 miles N of the SW end of Sandettie. It has a least depth of about 6m and is marked by lighted buoys. This shoal extends ENE for about 15 miles and forms the SE most part of the Outer Banks fronting the Thames Estuary.

South Falls lighted buoy (51˚14'N., 1˚44'E.) is moored close S of the S end of South Falls at the NW limit of the southwestbound traffic lane.

East Goodwin Lightvessel (51˚13'N., 1˚36'E.), with a red hull, is moored 8 miles WNW of Sandettie Lightvessel and equipped with a racon.

CS4 lighted buoy (51˚09'N., 1˚34'E.) is moored about 4.8 miles SSW of the East Goodwin Lightvessel at the NW limit of the southwestbound traffic lane.

Colbert N lighted buoy (50˚07'N., 1˚24'E.) is moored about 4 miles S of the Varne Lightvessel at the center separation zone of the TSS.

For additional navigational aids marking the southwestbound lane of the TSS, see Sector 7.

(BA NP 28) 18/01

Page 100—Lines 32 to 57/L; strike out.

(NIMA) 18/01

Page 100—Lines 1 to 9/R; read:

6.3 Special regulations and reporting procedures apply to

(NIMA) 18/01

Page 100—Lines 19 to 26/R; read:

roadstead.

Generally, tankers and vessels carrying dangerous cargoes over 1,600 grt must stay at least 7 miles from the French coast unless in the northeastbound lane of the Dover Strait TSS or using the Mandatory Access Routes leading to Fecamp, Dieppe, Boulogne, Calais, or Dunkerque.

For further details of these special procedures, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean.

Traffic Separation Schemes.—An IMO-adopted Traffic Separation Scheme (TSS), which may best be seen on the chart, is situated in the Dover Strait and Rule 10 of The International Regulations for Preventing Collisions at Sea (72 COLREGS) applies.

Inshore Traffic Zones lie on both sides of the Dover Strait TSS and regulations concerning their use are stated in The International Regulations for Preventing Collisions at Sea (72 COLREGS).

Routes.—The Mariners' Routeing Guide (Chart 5500) is published by the United Kingdom Hydrographic Office and depicts routes through the English Channel, Dover Strait, and the S part of the North Sea as far as the entrance to Europoort. The guide also provides details concerning regulations, pilotage, and radio services.

The IMO has adopted a recommendation that all vessels navigating in the English Channel and Dover Strait should carry the latest edition of this guide or other equivalent publications.

The Netherlands Hydrographic Service publishes, in English, a Deep Draft Planning Guide covering the Deep Draft Routes from the Greenwich Lightvessel to Europoort for vessels with drafts over 20.7m. However, the contents of the guide are not necessarily endorsed in every detail by the United Kingdom authorities.

(BA NP 28) 18/01

Page 100—Lines 36 to 38/R; read:

and by Griz-Nez Traffic on VHF channel 79 at 10 minutes past the hour (additional broadcasts at 25 minutes past the hour when visibility is less than 2 miles).

The information broadcasts are preceded by an announcement on VHF channel 16 and followed by a reminder concerning the time and VHF frequency of the next broadcast.

(BA NP 28; BA NP 286) 18/01

COAST PILOT CORRECTIONS

COAST PILOT 3 34 Ed 1999 Change No. 12
LAST NM 16/01

Page 175—Paragraph 32, lines 2 to 3; read:
on Chesapeake Bay Entrance Junction Lighted Whistle Buoy C (36˚56'08"N., 75˚57'27"W.).
(50/00 CG5) 18/01

Page 175—Paragraph 34, line 10; read:
south end, and Lighted Whistle Buoy C on the north end of the ...
(50/00 CG5) 18/01

Page 176—Paragraph 47, line 2; read:
Lighted Whistle Buoy C, but with prior arrangement and if ...
(50/00 CG5) 18/01

Page 197—Paragraph 124, lines 3 to 4; read:
Mill Creek entrance. In September 2000, the reported controlling depth was 8 feet in the channel; thence in 1974, 9 feet was in the basin.
(CL 256/01) 18/01

Page 197—Paragraph 139, line 1; read:
The wharves at Urbanna have reported depths of 4 to 12 feet alongside ...
(CL 1854/99) 18/01

Page 197—Paragraph 143, lines 4 to 6; read:
the mouth of the creek. In May 2000, the reported midchannel controlling depth was 6.7 feet from the entrance to Daybeacon 14; thence in 1999, 5 feet to the landing 0.3 mile above the mouth of the ...
(CL 1620/00) 18/01

Page 198—Paragraph 159, line 2; read:
across the bar at the entrance. In September 2000, shoaling to bare was ...
(CL 280/01) 18/01

Page 199—Paragraph 170, lines 2 to 3; read:
northward of Antipoison Creek, has reported depths of 12 feet for a mile and 4 feet for another mile. The approach through Fleets Bay is ...
(CL 262/01) 18/01

Page 199—Paragraph 171, lines 2 to 3; read:
miles northward of Antipison Creek, has reported depths of 12 feet in the approach and 15 feet for 2 miles above the entrance, and then ...
(CL 260/01; NOS 12235) 18/01

Page 199—Paragraph 174, lines 2 to 4; read:
Windmill Point Light. The creek has reported depths of 13 feet in the approach and 8 feet for 1.4 miles above the entrance, then shoals to about 2.6 feet 1.5 miles farther up. The creek ...
(CL 254/01; NOS 12235) 18/01

Page 199—Paragraph 187, lines 2 to 4; read:
above the entrance, has reported depths of 7 feet or more through a crooked channel across the flats to the entrance and 5 feet to about 0.4 mile above the entrance. An abandoned grain wharf is ...
(CL 256/01; NOS 12235) 18/01

RADIO NAVIGATIONAL AIDS CORRECTIONS

PUB 117 Ed 2001 LAST NM 17/01

Page 4-52; **LIST OF OPERATIONAL VHF DSC COAST STATIONS FOR SEA AREAS A1**, Norway, Rogaland; delete station and replace with below:

I	Norway	Rogaland	002570300	-	-	MRCC Stavanger
		Ekofisk (Rig)		56-32N 03-13E	30	
		Draupner (Rig)		58-11N 02-28E	30	
		Sleipner A (Rig)		58-22N 01-54E	30	
		Bjerkreim		58-38N 05-58E	66	
		Stavanger		58-56N 05-43E	40	
		Bokn		59-13N 05-26E	50	
		Haugesund		59-25N 05-20E	47	

(PUBS 0006/2001) 18/01

PUB 117 (Continued)

Page 4-52; **LIST OF OPERATIONAL VHF DSC COAST STATIONS FOR SEA AREAS A1**, Ørlandet, Rorvik; insert after:

I	Norway	Åsgård B (Rig)	002570600	65-07N 06-47E	30	MRCC Stavanger/Bodø
		Heidrun (Rig)		65-20N 07-19E	30	

(PUBS 0006/2001) 18/01

Page 4-56; **LIST OF OPERATIONAL VHF DSC COAST STATIONS FOR SEA AREAS A1**, United Kingdom, Aberdeen, Pentland and Shetland; delete stations and replace with below:

I	United Kingdom	Aberdeen	002320004	-	-	MRCC Aberdeen
		Gregness		57-08N 02-03W	25	
		Inverbervie		56-51N 02-16W	37	
		Peterhead		57-31N 01-46W	18	
		Windy Head		57-39N 02-14W	43	
		Banff		57-38N 02-31W	31	
		Thrumster		58-24N 03-07W	38	
		Rosemarkie		57-38N 04-05W	43	
		Foyers		57-14N 04-31W	44	
		Noss Head		58-29N 03-03W	21	
		Dunnet Head		58-40N 03-22W	30	
		Ben Tongue		58-30N 04-24W	50	
		Durness		58-34N 04-44W	26	
		Shetland	002320001	60-09N 01-08W	26	MRSC Shetland
		Wideford Hill		58-59N 03-01W	44	
		Compass Head		59-52N 01-16W	32	
		Fitful Head		59-54N 01-23W	47	
		Collafirth Hill		60-32N 01-23W	46	
		Saxa Vord		60-50N 00-50W	46	

(PUBS 0006/2001) 18/01

PUB 117 (Continued)

Page 4-58; **LIST OF OPERATIONAL VHF DSC COAST STATIONS FOR SEA AREAS A1**, France, Etel and Soulac; delete stations and replace with below:

II	France	Etel	002275000	47-40N 03-12W	26	MRCC Etel
		Penmarc'h		47-48N 04-22W	28	
		Groix		47-39N 03-30W	24	
		Belle Ile		47-19N 03-14W	27	
		Kerrouault		47-28N 02-21W	33	
		Armandeche		46-29N 01-48W	21	
		Yeu		46-43N 02-23W	24	
		Soulac		45-30N 01-08W	24	
		Chassiron		46-03N 01-25W	22	
		Cap Ferret		44-39N 01-15W	22	
		Contis		44-06N 01-19W	23	
		Hourtin		45-09N 01-10W	23	
		Biarritz		43-30N 01-33W	26	

(PUBS 0006/2001) 18/01

Page 4-61; **LIST OF OPERATIONAL VHF DSC STATIONS FOR SEA AREAS A1**, Russian Federation; delete section and replace with below:

III	Russian Federation	Eisk	002734422	46-43N 38-16E	23	MRCC Novorossiysk
		Novorossiysk	002734411	44-41N 37-47E	26	
		Doob		44-36N 37-58E	50	
		Anapa		44-50N 37-21E	50	
		Sochi		43-32N 39-51E	71	
		Taganrog		47-14N 38-56E	19	
		Temryuk		45-19N 37-13E	28	
		Rostov-na-Donu	002734422	47-13N 39-44E	21	
		Tuapse	002734413	44-06N 39-02E	46	

(PUBS 0006/2001) 18/01

Page 4-65; **LIST OF OPERATIONAL VHF DSC COAST STATIONS FOR SEA AREAS A1**, Chi-lung (Keelung), Matsu (Mainland); insert after:

XI	Thailand	Bangkok Radio (Nonthaburi)	005671000	13-34N 100-39E	27	RCC Bangkok

(PUBS 0006/2001) 18/01

Page 4-66; **LIST OF OPERATIONAL VHF DSC COAST STATIONS FOR SEA AREAS A1**, Chile, Chacabuco; insert after:

XV	Chile	Raper	007250310	46-49S 75-37W	30	MRCC Punta Arenas

(PUBS 0006/2001) 18/01

PUB 117 (Continued)

Page 4-67; **LIST OF OPERATIONAL VHF DSC COAST STATIONS FOR SEA AREAS A1**, Chile, Wollaston; insert after:

XV	Chile	Bahia Fildes	007250450	62-13S 58-49W	20	MRCC Punta Arenas
		Bahia Paraiso	007250470	64-49S 62-51W	20	

(PUBS 0006/2001) 18/01

205


SEOUL
Inchŏn
Kangnung
Ullung-do
Yellow Sea
Taejon
Sea of Japan
Ulsan
Pusan
Korea Strait
Cheju-do

PUB 120